FEDERAL RAILROAD)N		RAIL EQ	UIPMEN	T ACCI				KT		1h Dailro		**	l No: 2130-050		
1 0			. Alphabetic C	ode			1b. Railroad Accident/Incident No.										
Union Pacific Rail 2. Name of Other Railroa			st Involved		2a.	J P . Alphabetic C	ode -			0320HO026 2b. Railroad Accident/Incident No.							
b. Paine of Gaillian	ad or Galer IIII.	viui Co	A Involved				1	Aipiiace	odc			20.1	iu / icciciii	meiden			
3. Name of Railroad or O	Other Entity Respon	sible for Tı	rack Maintenan	ce (single	entry)		3a	. Alphabetic C	Code			3b. Railroa	nd Accident/I	ncident No.			
Union Pacific Rail						•				0320Н							
	•					UP 5. Date of Accident/Incident					f Accident/In	cident					
4. U. S. DOT Grade Cros	ssing Identification	Number	1					month	day	year		4:00	,	AM X	DM		
7 Tune of Appident/	1. D.	erailment		4 C:42 collisi				0 3 2 2 2020 rossing						AM X	PM Code		
7. Type of Accident/ Incident (single		eranment ead on colli		 Side collision Raking colli 			r-rail crossing grade crossing	-		losion-detonati /violent rupture		13. Other Code (describe in)					
entry in code box)		ear end coll	lision	Broken train		9. Obstr			12. Othe	er impacts			arrative)		12		
8. Cars Carrying		9. HAZM			l l	s Releasing			People			12. Subdiv	/ision				
HAZMAT		Damag Deraile	-		H.A	AZMAT		Evacuated									
N/A	N/A			N/A	14 14	N/A		N/A					HOUSTON EAST BELT SU				
13. Nearest City/					14. Mile	epost (to arest	1	15. State Abbr.	Code	16. County							
Town HOUS	TON				ten		75	TX	48	HARRIS	<u>, </u>						
17. Temperature (F)		18. Visibi			Code	19. Weather	(single entr			C	Code	20. Type o			Code		
(specify if minus)	69 ° F	1. Da			1	1. Clear			5. Sleet	1	•	1. Mair 2. Yard			,		
21. Track Name/	69 F	2. Da	ay 4. D		1 22. FRA Track	2. Cloud		Fog 6. Snow 2 23. Annual Track				٠,	Table Directi	dustry	Code		
Number					Class (1-9,			Density (gross tons					1. North 3.East				
YARD 007							1	in million.		2. South 4. West							
	1. Freight train		5. Single car		./inspect. car	D. EM		26	6. Was Equipmen	ıt		27. 7	Train Number	r/Symbol			
Consist	Passenger train- Commutes train-	_	6. Cut of cars	_	. MoW Equip.	E. DM		Code	Attended?	2 No. 1	Code	_					
(single entry)	Commuter train Work train	-	7. Yard/switchi 8. Light loco(s)	-	nger Train-Pus nuter Train-Pus	-		5	1. Yes	2. No	N	3					
28. Speed (recorded spe		Cod		pe of Territory		des that apply)						30a. Remo	otely Control	led Locomo	tive?		
if available)		1	1 **	lization (Man		****		0 = Not a remotely controlled operation									
R - Recorded	220 MDI		1. Sign	naled 2. No	Not Signaled			1 = Remote control portable transmitter									
E - Estimated	000 MPH	I E		_		Movement (Remote contro	_			
-	ross tonnage,		-			in Control 3. Y Other Than Mai			ricted Speed or	Fanivalent			than one ren	-	ransmitter -		
excluding power uni	its)		I	ock Register Ter emental/Adjunc			а таск		ricted Speed or			more than one remote control transmitter Code					
		113	1	-		pplicable codes	are entered	-				-			0		
31. Principal Car/Unit		a. Initial	l and Number		ition in Train		oaded (yes	s/no)	32. If any railroa	ad employee(s	s) tested	for drug/alc	ohol use, en	ter the numb	· · ·		
(1) First involved		+					·		-	ive in the appro		-		cohol	Drugs		
(derailed, struck, etc	c)								ı								
(2) G (if	7 7	X(OMX720059		001		Y		22 W this ass		- 200	9 6		L			
(2) Causing (if me cause reported)	echanical,				000				33.Was this cons	sist transporui	ig passe	ngers ! ()	√n)		No		
34. Locomotive Units		a. Head	$\overline{}$	Mid Train		Rear End	35. C	¹ars		$\overline{}$	Loade	ed	Err	npty	110		
(Exclude EMU, DMU, an Locomotives.)	nd Cab Car	End	b. Manua				ote (Inclu		MU, and Cab Car	a. Fre		b. Pass.	c. Freight	d. Pass.	e. Caboose		
(1) Total in Train		0	0	0	0	0	(1) Total in Equ	uipment Consist	1		0	0	0	0		
(2) Total Derailed		0	0	0	0	0	(2)	2) Total Derail	ied	1		0	0	0	0		
36. Equipment Damage			37. Track, Sign				I	imary Cause			39	. Contributi	ng Cause				
This Consist	\$ 113		& Structu	& Structure Damage \$				Code M599					Code				
	Number of Crew Members									on Duty							
40. Engineers/	41. Firemen		42. Conductors	3	43. Brakem	en	44. En	gineer/Operate	or		45	. Conductor					
Operators 0				0			H	Irs:	Mins:			Hrs:		Mins:			
Casualties to:	46. Railroad Empl	47. Train Passe		48. Others		49a. S	49a. Special Study Block A 49b.					Special Study Block B					
Fatal	0			0	†	0											
							OTF	OTH 000-0					000-000				
Nonfatal	1	1	١ .	٦.		41				51. Longitude							
Nonfatal 50. Latitude	0			0 70121		0	51. Lor	noitude			·	-95.29					

BECAUSE THE CAR(S) IN QUESTION WERE RELEASED IN THE DESIGNATED PINNING ZONE AND ON TANGENT TRACK. THE CARS WERE RELEASED BETWEEN 3 & 5 MPH AND COUPLING SPEEDS WERE AT 4 MPH BASED ON THE SPEED OF THE RELEASE, DISTANCE TRAVELED, AND THE GRADE OF THE TRACK. THE DRAWBAR WAS NOT SLEWED UPON RELEASE AND THE KNUCKLE WAS OPEN AS VERIFIED BY THE INVESTIGATION FIELD OFFICERS. A REVIEW OF ANY POSSIBLE MECHANICAL DEFECTS WAS EVALUATED AND THE CAR MEASUREMENTS WERE WITHIN ACCEPTED STANDARDS OF COLUMNER HEIGHTS WHICH IS BETWEEN 31 & 34 INCHES DEPENDING ONLOADEMPTY, AND THE AMOUNT OF GREASE AT THE COUPLER CARRIER WAS IN ACCEPTED STANDARDS. A REVIEW OF ANY POSSIBLE ENGINERRING DEFECTS WAS CONDUCTED AND THE TRACK WAS FOUND TO BE WITHIN ACCEPTED STANDARDS WITH TRACK MEASUREMENTS OF RAIL CONDITION AND GAUGE WITHIN ACCEPTED STANDARDS. BASIN YARD DID HAVE FOUR TRACKS WITH S CURVES IN THE BODY OF THE TRACKS, 6 THRU 9. IN AN EFFORT TO MITGATE THIS TYPEOF INCIDENT FROM HAPPENING IN THE FUTURE, THE ENGINEERING DEPARTMENT RE-ALIGNED TRACKS 6 THRU 9 TO STRAIGHTEN OUT THE S CURVES IN THESE TRACKS. TO PREVENT FUTURE CROSS DRAWBAR DERAILMENTS DURING FLAT

53. Typed/Printed Name & 55. Date 54. Signature Title of Preparer

This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit NOTE: or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the ime for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a natter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.

EDERAL RAILROAD A I. Name of Reporting Rai)N	KA	L EQU	IPMENT	ACCIDE				RT		1h Dailroad			No: 2130-050		
		1a. Alphabetic Code					1b. Railroad Accident/Incident No.										
Union Pacific Rail	UP 2a. Alphabetic Code					0320HO		-: -: - No									
2. Name of Other Railroa	ad or Otner Enuty v	With Consist	Involved				Za. Aipiia	setic Co	ode			2b. Railroad	Accident	Incident ino.			
3. Name of Railroad or O	ther Entity Respon	sible for Tra	ack Maintenance	3a. Alpha	betic Co	ode		3	3b. Railroad Accident/Incident No.								
Union Pacific Rail	road Company	y [UP]		UP					0320НО026								
4. U. S. DOT Grade Cross	sing Identification	Number				ent/Incident			6. Time of A	Accident/Inc	cident						
							0	0 3 2 2 2 year 2020					4:00 AM X PM				
7. Type of Accident/		erailment		de collision		7. Hwy-rail	-		10. Expl	osion-detonation		13. Othe			Code		
Incident (single entry in code box)	ncident (single 2. Head on collision 5. Raking collision 8. RR gra							•							12		
8. Cars Carrying		9. HAZMA			10. Cars Rel	-		11. Pe				12. Subdivis	sion				
HAZMAT		Damage			HAZM	AT		Evacuated									
N/A		Derailed	i	N/A		N/A	N/A					HOUSTON EAST BELT SU					
13. Nearest					14. Milepost		15. State		Code	16. County							
City/ Town HOUS '	TON				nearest tenth)		Ab		100	HARRIS							
Town HOUS . 17. Temperature (F)	TON	18. Visibili	ity (single entry))		6.75 . Weather (si	ingle entry)		48	HARRIS Co	nde	20. Type of	Track		Code		
(specify if minus)		1. Daw		1	-	1. Clear	3. Rain		5. Sleet	ı		1. Main	3. Sic	ding	1		
	69 ° F	2. Day			1	2. Cloudy	4. Fog		6. Snow		2	2. Yard	4. Inc	dustry	2		
21. Track Name/					FRA Track	Co			ck			24. Time Ta			Code		
Number				(Class (1-9, X)	1		nsity millions	gross tons			1. North 2. South	3.Eas		1		
YARD 007 25. Type of Equipment	1 Freight train		5. Single car	9. Maint./ins	spect car	D. EMU	ini		Was Equipmen	nt			4. We		2		
Consist	Passenger train-		6. Cut of cars	A. Spec. Mo	-	E. DMU		20.	Attended?	ıı		27. 1	am manoc.	I/ByIIIOC1			
(single entry)	Commuter train Work train	n-Pulling 7	7. Yard/switching	B. Passenger	er Train-Pushing er Train-Pushing	5	Code 7		1. Yes	2. No	Code Y	YBS3	3				
28. Speed (recorded spe		Code			(enter codes th							30a. Remote	elv Controll	led Locomot	ive?		
if available)		1		on (Mandat		-11 -1	0 = Not a remotely controlled operation										
R - Recorded	000 100		1. Signaled		Signaled		1 = Remote control portable transmitter										
E - Estimated	003 MPH	H E			uthority for Mov		-							ol tower oper			
-	oss tonnage,		1 -		Direct Train Co				d-4ad Enood on	E animalant				ol portable tr	ansmitter -		
excluding power unit	ts)			egister Territo tal/Adjunct C	Codes (Mandata	r Than Main Ti tory*)			icted Speed or al Instructions	Equivalent			nan one rem transmitter		Code		
		704			nt that all applica			-opec.	II Institution			contro.	uansimue.		O		
31. Principal Car/Unit		a Initial a	and Number	b. Position		c. Load		2	32. If any railro	ad employee(s)	tested fo	or drug/alcol	hol use, ent	er the numb	·		
(1) First involved			illu i tuinooi	0.10	1111 1111111	- 10.	tu (,,c.,,,			ive in the appro		-		ohol	Drugs		
(derailed, struck, etc.	:)								-								
		CT	CX730059		002		N										
	echanical,				000			3	33.Was this con	sist transportin	g passen	igers? (y/r	1)		I		
cause reported)		+			000		1				Y		Г		No		
34. Locomotive Units (Exclude EMU, DMU, and Locomotives.)	ıd Cab Car	a. Head End	Mid 7 b. Manual	Frain c. Remote	d. Manual	e. Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		r a. Fre	Loaded ight		Em c. Freight	d. Pass.	e. Caboose		
(1) Total in Train		1	0	0	0	0	(1) Total	in Equi	ipment Consist	4		0	2	0	0		
(2) Total Derailed		0	0	0	0	0	(2) Total	Deraile	ed	4		0	2	0	0		
36. Equipment Damage		- 	37. Track, Signal, V	Vay,			38. Primary C	`ause		I .	39.	Contributing	g Cause		<u>'</u>		
This Consist			& Structure Da		s 7:	Code	Code					Ī					
	\$ 35,78		Crew Members		,		+			M599 Length o	of Time (on Duty					
40. Engineers/	41. Firemen		42. Conductors		43. Brakemen		44. Engineer/	Onerato	nr .	1		Conductor					
Operators	41.1110			Ι.	D. Diukemen			•		••							
1		\longrightarrow	1	\longrightarrow			Hrs:	05	Mins:	30		Hrs:	05	Mins:	30		
Casualties to:	46. Railroad Empl	loyees	47. Train Passenger	s 4	48. Others		49a. Special S	tudy Bl	lock A		49b. Spe	ecial Study E	Block B				
Fatal	0 0				0	ОТН	OTH 000-										
Nonfatal	0 0				0		000-1					00-000					
. Latitude 29.770121							51. Longitude	-95,2917									
52. Narrative Description	(Re specific	c and contin	ue on separate shee		mi)							,	,				
BASIN CARMAN DISCOV FLAT SWITCHING OPER BECAUSE THE CAR(S) IN BASED ON THE SPEED O INVESTIGATION FIELD BETWEEN 31 & 34 INCHI	VERED 7 CARS DEI RATIONS WITH TH N QUESTION WERI DF THE RELEASE, OFFICERS. A REV ES DEPENDING ON	RAILED IN THE YBS39 21. THE RELEASE DISTANCE TO VIEW OF AN NLOAD/EMF	TRACK #7 MIDWAY . AFTER FINAL INY D IN THE DESIGNATAVELED, AND TO NY POSSIBLE MECI	Y DOWN THI VESTIGATIO ATED PINNIN THE GRADE (HANICAL DE OUNT OF GR	IE TRACK. FUR ON OF THIS INC NG ZONE AND O OF THE TRACK EFECTS WAS EV REASE AT THE O	CIDENT, A M5 ON TANGENT K. THE DRAW VALUATED A COUPLER CA	599 CODE IS BE TTRACK. THE VBAR WAS NOT IND THE CAR M ARRIER WAS IN	ING USE CARS W SLEWI MEASUR ACCEF	ED BASED ON T WERE RELEASI ED UPON RELE REMENTS WER PTED STANDAI	THE FOLLOW ED BETWEEN EASE AND THI EE WITHIN AC RDS. A REVIE	ING: A H 3 & 5 MI E KNUCH CEPTED W OFAN	IUMAN FAC PH AND COU KLE WAS OI STANDARI IY POSSIBLI	TOR CAUS JPLING SPI PEN AS VEI DS OF COUI E ENGINER	E WAS NOT EEDS WERE RIFIED BY T PLER HEIG RRING DEFE	APPLIED E AT 4 MPH THE HTS WHICH ECTS WAS		

1 THRU 9 TO STRAIGHTEN OUT THE S CURVES IN THESE TRACKS. TO PREVENT FUTURE CROSS DRAWBAR DERAILMENTS DURING FLAT

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